

Standard Connellsville Furnace Coke

EXCLUSIVE SELLING AGENTS FOR 3,500,000 TONS ANNUALLY

Experiments Were Made in South in 1888, But Did Not Prove Successful, Model Invented by T. J. Mitchell Has Been Widely Adopted Lately

Allegations that the initial cost in the erection of the push ovens renders it prohibitive are met with the statement that they are little if any, more expensive than the regular beehive type. A little more firebrick is used in construction, but the rectangular shape of the ovens renders it unnecessary that anyone of especial

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A true copy of Joint Resolution No. 1
CYPRUS WORDS
Secretariat of the Commonwealth.

MOISTURE CONTENT OF COAL DUST NOT EXPLOSIVE GAUGE

Tests by the Bureau of Mines
Explode an Established
Theory.

WATER DOESN'T MAKE IT SAFE

Volatiles Matter Contained in Samples
Apparently Affected Inflammability.
But as Yet Exact Reason for Dust
Explosion Has Not Been Learned.

A coal dust with a high percentage of moisture is not necessarily inflammable, though it has been frequently asserted that it is. The tests of the United States Bureau of Mines have shown that a certain coal dust from Utah with nearly 15 per cent of moisture will explode with a rise in pressure far greater than that obtained on exploding some of the coal dusts of West Virginia containing less than 1 per cent of moisture. The water in the Utah coal does not appear to make it safe. That, at least, is the testimony of experiments on a laboratory scale.

In the Utah coal mentioned there is much volatile matter, but in that from West Virginia for less, and the great quantity of bituminous matter in the first coal appears to overcome the immunity from inflammation which might otherwise result from the presence of uncombined moisture.

But all immature coals contain not only much water, but also much volatile matter, so it is not safe to suggest that immature coals are safe, and on the other hand, there is abundant evidence that while mature coals are not easily inflammable in laboratory experiments and do not generate high pressures, yet in actual tests, when subjected to dust, dusts from such mature coal can produce most disastrous effects; for being able to generate the maximum heat, they assure the greatest possible expansion and the highest pressures.

The safety of Montana coal mines from explosions has been ascribed to the presence of moisture in the coal, and it is true that the water content of the samples of coal that have been investigated is high, while inflammability is abnormally low. But while the moisture is possibly a cause it is not the sole reason for the safety of the dust. Apparently its nonflammability is not an important cause either, for even when ground fine for inflammability tests the dust generates little pressure on inflammation by an electric current.

The two Montana dusts tested by the Bureau of Mines were reasonably low in ash, and there is not a hint of the reason why they should be so resistant to inflammation. Until more is known, and until the value of the tests of inflammability as a true index of explosibility is proved, experts are inclined to admit they do not know why one dust explodes with ease and violence and another dust with difficulty and without energy. As further evidence of the explosibility of substances containing moisture it may be added that no difficulty has been found in exploding the dusts of grain, by intention or by accident. These dusts all appear to contain from 6 to 10 per cent of moisture, and some as much as 18 per cent of ash. But these impurities do not prevent such dusts from the sudden propagation of flame.

BIG ORE TRAFFIC

Contract Pending for Movement of 500,000 Tons on Lake.

A contract has been practically closed for the movement of 500,000 tons of ore this season. The chartering of this tonnage will strengthen the market and vessel men will not be in a hurry to make agreements for grain. The ore trade is in better condition than it has been since 1913. The fleet moved 1,200,000 tons more in July than in June. Shipments were 7,204,025 tons, an increase of 1,419,508 tons, or 24.1 per cent, over 5,784,517 tons, or about 21 per cent compared with the similar period last year. Shipments to August 1 show a total loss of 5,604,155 tons, compared with August 1, 1913. The total movement for the latter year was 49,076,478 tons. The general opinion is that the total for the season will reach 52,000,000 tons and that will mean a movement of about 24,000,000 tons during the rest of the season. A fair buying movement this month would make the total more than 52,000,000 tons.

EUREKA FIRE BRICK.

Pays Quarterly Dividend and Declines to Enlarge Plant.

The Eureka Fire Brick Company held its quarterly meeting last week and declared its regular quarterly dividend of 1 1/2 per cent. This company's plant is located at Mount Braddock. During the dull season it ran continuously at 75 per cent capacity, but during the present year it has operated full. The present capacity is 25,000 daily, but this will be increased by the company manufactures fire brick only. Its product is chiefly coke oven brick, but it makes all other shapes for all other purposes. The officers of the company are: President, E. W. Watson; vice president and treasurer, H. Watson; secretary, W. B. Livingston. H. Watson is manager of the plant.

Superintendent Returns. Superintendent James A. Ramsey and family have returned from a trip to Atlantic City. Mr. Ramsey is superintendent of the H. C. Frick Coke Company at Leekwood.

New Shops for Seaboard. A contract has been awarded by the Seaboard Air Line railway for the erection of new shops at Portsmouth, Va., to cost \$500,000.

Advertise in The Weekly Courier.

BIG SUM EXPENDED TO BEAUTIFY BANNING NO. 2

Whitsett Greatly Benefited by Improvements Made by the Pittsburgh Coal Company There.

Under the supervision of Superintendent Snyder, the Banning No. 2 plant at Whitsett, has been given a general cleaning up during the past few months. The town in general had become very unsanitary and untidy in appearance, but all this has been removed and the tenants are required to keep their respective places neat and clean. All unsanitary shacks which tenants had used as chicken coops and stables, have been removed and suitable places have been provided for those who desire to keep cows, pigs and fowls.

The streets have been graded, drained and covered with slag, also the sidewalks, which were very disagreeable to pedestrians, have been well covered with slag. All fences and outbuildings in the town have been repaired and even a good coat of whitewash. The company has also provided receptacles for its tenants to put their garbage in, which are cleaned at frequent intervals by the company.

Practically all the tenants this season have exceptionally good gardens, their approximate value being between \$2,500 and \$5,000, which greatly assists in solving the problem of the high cost of living. The gain to the people of Whitsett is very more than in good gardens, good streets and good fences and nice lawns, for the death rate is lower than ever before. There has not been a single case of fever of any kind and at present there are no cases of contagious disease of any kind.

Whitsett has the promise of electric street lights in the near future and shade trees will be set out in such a manner that every home in Whitsett will have shade during the hot part of the day. In quite a few instances the people have anticipated Superintendent Snyder's wishes and have new shade trees growing on their lawns and some beautiful grape arbors over their doors.

A move is now under way to fill up the old mill race between the Pittsburgh Coal Company houses and the Elwell extension of the Pittsburgh & Lake Erie railroad in order to procure suitable places for a playground for the children, one large enough to play baseball, football, tennis, etc.

JURY DECIDES MYERS MET HIS DEATH BY ACCIDENT

No Blame Placed at Inquest Into Tragedy at the Baltimore & Ohio Shops.

A verdict of accidental death was rendered by the jury, following an inquest into the death of A. B. Myers, conducted Tuesday at Federal District Court, C. C. Mitchell's establishment, by Coroner H. J. Sell. Myers was a machinist employed by the Baltimore & Ohio railroad and electrocuted in the shops here on Monday evening, August 15. There were no witnesses to the tragedy and at the time of the accident, with the exception of Myers, E. L. Small was the only person in the shop. Small is night machinist at the shops and was the principal witness for the company. He stated that he saw Myers enter the shop, but did not witness the accident. He testified that Myers turned on the controller lever to start the motor and he heard a click twice, and after that heard nothing more. Having a premonition that something had happened he went to the scene where Myers had been working and found him in the grip of the current. He immediately turned off the power and Myers was released from the lever to which he was clinging.

Small stated that he had received a shock from the lever three days before Myers was electrocuted and had reported the controller in need of repairs. J. O. Sullivan, shop electrician, said that he had been notified of anything wrong and that following the accident he examined the controller and found it in a safe condition. The insulation was perfect, he said, and there were no exposed parts. Following the death of Myers the old controller was replaced by a new one. Mr. Sullivan has been an electrician for 50 years and has been in the employ of the Baltimore & Ohio railroad for 31 years.

H. D. Dovers, chief foreman for the company, testified as to where Myers was working at the time of his death. Michael Wychowski was also a witness for the company. None of the witnesses could tell exactly where Myers met his death. Attorney H. C. May represented the parents of Myers at the inquest. The jury was composed of Robert Norris, L. B. Collins, Harry Dunn, L. J. West, F. G. Goodwin and Dr. H. C. Hoffman.

DISMANTLING CARS.

B. & O. Replacing Wooden Rolling Stock With That of Steel.

Following out its policy to replace all wooden freight cars in service with modern steel construction, 20 men are at work in the Baltimore & Ohio yards dismantling 150 old coke hoppers. Progress at the rate of 15 cars a day is being made. All parts of the dismantled cars that in any way can be used, are stored away and only useless parts destroyed. Old lumber taken from the cars is replanned and all metal parts are laid aside to be repaired.

HURT IN MINES.

Sundusky Suffers a Punctured Lung in Davidson Workings.

August Sundusky, 51 years old, is in the Cottage State Hospital for treatment of fractured ribs and a punctured lung suffered Saturday in the workings of the H. C. Frick Coke Company at Davidson when he was caught between a wagon and the wall of the entry. He is resting easily and it was stated today at the hospital that his condition was not serious.

Mine Inspector Returns. I. G. Roby, mine inspector of the Fifth bituminous district, is at his home in Uniontown, after a motor trip through the Atlantic states. Mr. Roby was accompanied by his family.

LUMBER COMPANY IS CUTTING TIMBER OF J. T. HOGG ESTATE

Kerr-Marquette Concern Begins Work on 426 Acres Near Hero.

MOST OF IT IS MINE TIMBER

Company Which Recently Obtained a Large Acreage in Virginia Declines to Continue Its Operations in This Section Until Holdings are All Cut.

The Kerr-Marquette Lumber Company, which consists of 426 acres is about three miles east of South Connellsville and is near the Skinner and James tract, which is being operated by the same company. It is known as the Shields tract and consists mainly of second growth hard woods including oak, maple, chestnut, birch and maple. The first shipment from the Shields tract was sent last week. Mine timber will be the principal product.

The Kerr-Marquette Company is also cutting on a tract near Hamlet. Operations there will continue until the first of the year. This company recently closed a deal whereby it will cut a huge acreage near Lysburg, Va. Although it was the original plan of the company to operate in this vicinity, after completion of present tracts, further deals may be made in the future which will insure continued activity here.

Optimistic predictions are made by lumbermen operating in this vicinity for the remainder of the year and for the succeeding year. Following a period of depression that has been seldom equaled in the Connellsville region, eight years have been made in the lumber industry during the past few months, and although the gain has been by no means a steady one, operators feel that they are in a considerably better position than they did at the close of spring and the beginning of summer. Recently, according to a prominent lumberman, the industry in this section is an allied one with the coke trade.

"A large percentage of the timber cut in the Connellsville region goes to supply the wants of the coke trade," he said. "An enormous quantity of timber is used in and about the mines, much more than an ordinary layman would suspect. Thousands of pit props are cut every year for the mines in the region."

Another lumberman placed the quantity of timber sold to the coke trade in the region at 75 per cent.

WILL USE HORNS

They Are to Supplant Lanterns as Signals on Dickson Run.

A novelty in the way of signals is to be installed by the Pittsburgh & Lake Erie railroad in its Dickson Run yards. Electric horns such as are used by automobile drivers are to be installed on poles at the top of "the hump" as signals for shifting engines. It is said that on foggy nights all sorts of lights are visible and crews have difficulty in finding signals to their engines. The squeaking of these horns will be discarded by all but the shifting engines. To any one not familiar with the reason for the sound of auto horns, the effect will be startling.

TO PAY BY WEIGHT.

Miners in West Virginia to Get Paid Carloads.

CHARLESTON, W. Va., Aug. 26.—J. A. Nightingale, Commissioner of weights and measures, today directed all coal companies in West Virginia to pay their miners for the actual coal loaded on cars. Therefore a limit has been placed at 5,000 pounds a carload and all over went to the operators.

On the other hand it has been the custom to deduct from the miners' pay any short as found in cars.

Rails Purchased.

An order for 8,000 tons of 80-pound rails has been placed by the Gulf, Florida & Alabama railway.

B. & O. HANDLES BIG TONNAGE OF COAL FOR EXPORT TRADE

Traffic for Fiscal Year Shows Falling Off, But Foreign Trade Gains.

Although the coal traffic handled by the Baltimore & Ohio railroad for the fiscal year which ended on June 30 last, decreased as compared with the previous year, the total export shipments of the road from the port of Baltimore increased more than 200,000 tons as compared with 1914. Figures showing the total export shipments at the Curtis Bay and Loepp Port piers of the company have just been made public.

During the twelve months ending with June, 3,199,436 tons of coal were handled over the piers of the Baltimore & Ohio, as contrasted with 2,964,127 tons for the previous twelve months, or a gain for 1915 of 235,309 tons.

These figures show just how active the export fuel trade in Baltimore has been in the last year, and especially since the European war started. A large portion of these export shipments have gone to the foreign countries now at war.

In the fiscal year of 1914-15, the Baltimore & Ohio handled 2,964,127 tons of coal over its entire system, as compared with 3,171,156 tons for the previous fiscal year, or a decrease of 207,029 tons. This decrease was due to the general depression in the coal trade that there were several months of the year when there was a marked depression in the business world and when, because of this, there was no such a brisk domestic demand for fuel.

TO HAUL FREIGHT

Monongahela Railroad to Do Business in West Virginia.

The Monongahela railroad has been granted a certificate, permitting it to operate freight service over its line in West Virginia, beginning August 1. The company had not intended to interest in commerce at this time, and will give 30 days' notice of its intention to extend service.

Suits were recently instituted to force the Monongahela, formerly the Truckee and Northern, to accept regular train service immediately or give up its charter. This has resulted in the road going into the freight business in West Virginia only. The Monongahela now stands firmly determined to become a freight line, it is expected to go into business over the entire line, opening a considerable coal trade for development.

OPPOSE SLAG RATES

National Tube Company Files Complaint Against Unfairness.

At Wheeling, W. Va., Aug. 25.—The National Tube Company of McKeesport has filed a complaint before the Public Service Commission against the Baltimore & Ohio, Erie, Pennsylvania and other railroads relative to the joint tariff of 24 cents per ton for the transportation of slag. The tube company contends that the charge is unlawful and that for years the railroads have hauled away the slag for the coke works and used it for ballasting and fills and other maintenance of way work.

"The expense of hauling and dumping it is more than offset by its value for such purposes," it is alleged. The National Tube Company and Jones & Laughlin will join with the tube company in this action.

TEST NEW MOTOR.

West Penn Trying Out Latest Type on South Connellsville Line.

The latest type of trolley ear motor declared to be the last word in motor construction, is being tried out on the South Connellsville branch of the West Penn. It is one of the first of this type turned out by the West Pennhouse Electric Company.

The motor is constructed of pressed instead of cast steel, is of lighter weight than those in use on West Penn cars, and of greater efficiency. If satisfactory it may be adopted permanently by the company.

OIL SOARS AGAIN.

Operators Predict a \$1.50 Market Soon.

LIMA, O., Aug. 23.—Crude oil markets for the central states soared again today with the opening of the market when the Ohio Oil Company added 5 cents a barrel to north and South Lima, Wooster, Princeton and Illinois, while Indiana also got its first raise.

North Lima is now only 2 cents below the coast dollar and operators predict a \$1.50 market.

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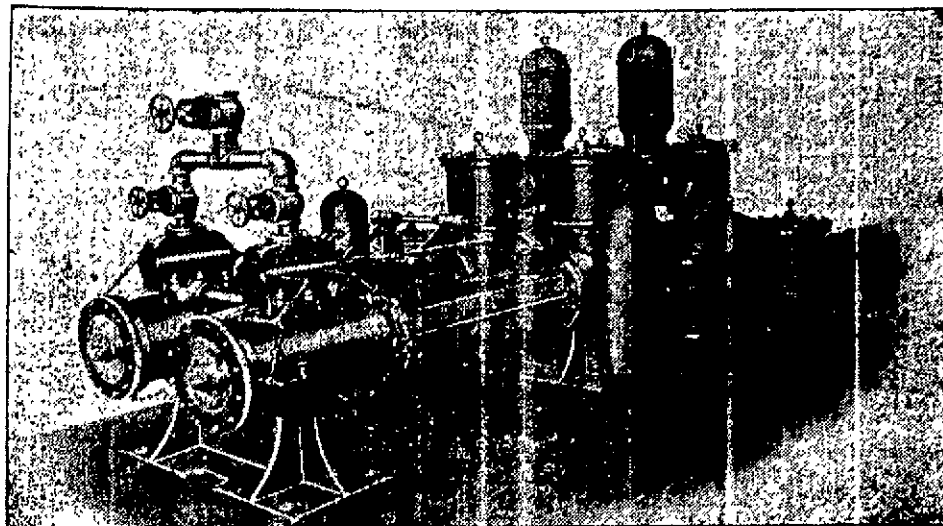
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Acme Coal & Coke Co., Plants 2 and 3, 425	H. C. Frick Coke Co., Yorkran, Shoop and Bitner, 1,000
Colonial Coal & Coke Co., Snook, 100	Struthers Coal & Coke Co., Fairbank Works, 300

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